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[670]

Hongkong Daily Press.

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The Daily Press.

HONGKONG, JUNE 15TH, 1910.

THE newly-established Canton Opium Monopoly, which had practically brought the trade of Hongkong in this commodity to a standstill, is, as we suspected in our comments yesterday, another of the many attempts which have been made by the Chinese officials to levy additional taxes on foreign opium. Heretofore these attempts have been frustrated. Vigorous protests by British traders, supported by equally vigorous action on the part of British Consular representatives or British Ministers in China, have had the effect of rendering such attempts nugatory and of securing a compliance with the terms of governing treaties, but on the present occasion we have the unusual spectacle of a British Consul apparently sharing the views of the Chinese authorities on the matter and offering little sympathy to the views of his nationals. The Hongkong traders, the Indian merchants, the Indian Government are all agreed that the establishment of this monopoly at Canton is an infringement of treaty rights; the Hongkong Chamber of Commerce Committee, we understand, is also of the opinion that it is a violation of the Chefoo Convention. What view the Imperial Government will take we cannot say, but on the facts before us there is only one conclusion at which it can arrive, and that is, the decision to take the necessary steps to have the embargo in question removed.

From information which has come into our possession there seems to be little doubt that the present effort to achieve a long cherished desire on the part of the Provincial Government is similar to other attempts which have been made and defeated. The great exception in the present instance is that the British Consul at Canton has not taken steps to oppose the establishment of the monopoly. Rather more than a year ago the native officials at Canton tried to impose an additional import tax on foreign opium, but the prompt action of Mr. Fox, H.B.M.'s Consul at Canton, compelled them to forego their plan, and we remember that in 1902 the Chinese authorities at Canton and in the interior raised the tax on all kinds of opium from three candareens per tael weight to twelve candareens per tael weight, which was equal in the case of Bengal opium, the drug mostly in use there, to an increase of from Tls 36.00 to Tls 144.00 per chest. Then, as now, the tax was to be levied on prepared opium, but, as was only to be expected, Mr. Scott, the British Consul at Canton, succeeded in securing the abolition of the tax. Notwithstanding previous checks the whole process has apparently to be gone through again. The Chinese again attempt to secure the monopoly, the merchants again object and finally the Government is again moved, with the result, we hope, that compliance with treaty obligations will again be insisted upon.

On the present occasion the duty is described as a preparation tax. To levy a duty on the raw commodity, other than that paid to the Customs, would be a distinct violation of the Chefoo Convention, and the Chinese authorities seek to justify their action by alleging that the new impost is only to be borne by prepared opium. This will be levied, it is said, on both native and foreign opium, and the British Consul, apparently agreeing with the pretensions claims of the officials that the duty is non-differential, fails to see that the innovation is a breach of the convention. When it is remembered that the amount of native opium used in the Two Kwang Provinces is infinitesimal compared with the amount of foreign opium, it will be seen that whatever excuse may be advanced it is foreign opium which suffers. It is foreign opium which bears the whole burden of the new impost, and—very small about non-differential treatment can only be regarded as moonshine. Besides, Canton is only the port of importation, and any further duty levied on the raw article there is clearly a breach of the treaty in question. Yet that is what is being done at present. The present tax, although ostensibly levied on prepared opium, is collected on raw opium, and not unreasonably the merchants interested object to such a high-handed proceeding. Admittedly the trade on the present basis has only about six years to run, but until the expiry of that time it is a legitimate trade, and those engaged in it are entitled to the protection of their government. Such business is only possible because of treaty conditions, and when these are violated or ignored then considerable injury is inflicted upon men who invested money in it because it had the security of rights obtained and guaranteed by government. The additional tax is not a slight one either. It really amounts to \$300 on every chest of opium in addition to the Tls. 110 paid as Customs duty, and as a sum of fifteen million dollars is involved in Hongkong alone it follows that no time should be lost in bringing the Chinese experiment to a close. For long they have tried to introduce such an imposition, but at present they seem to have met with more success than before by reason of the British Consul's attitude. Possibly his action has been influenced by instructions from Downing Street, but whatever the explanation there can be little doubt that his view is difficult to reconcile with the facts which have become known.

The wanderings of the Hongkong Gazette of May 7 addressed to the Singapore Free Press are interesting: "Fort St. George, 25th May; Tanjore 29th May; Singapore June 4."

Mr. Lew Yek Lim, who for some years acted most efficiently as Chinese Consul-General in Johannesburg, has just been promoted to the Waiwatu. His many friends in Hongkong will rejoice in his deserved promotion.

While the steamer *Laiyang* was on the voyage from Singapore to Hongkong three of the passengers robbed a compatriot of money and property to the value of \$524. They appeared before Mr. Wood at the Magistracy yesterday and were remanded.

The Japanese Board of Railways has decided to employ crude oil as fuel for the locomotives of the Central Eastern Railway. The locomotives have already been adapted for the use of the oil. The Board of Railways has taken this step in order to get rid of the nuisance caused to passengers by smoke while the train is passing through the numerous tunnels on this line.

The Great Northern Telegraph Company Limited, reports that the lines beyond Chiao are again in good working order.

Mr. J. F. Younge, the popular advance manager of the Bandmann Opera Company, arrived in the Colony from Shanghai yesterday by the P. & O. steamer *Dorneo*.

That successful novel "A Modern Chronicle," by Winston Churchill, a review of which appeared in our issue of Friday last, can be had at Messrs. Kelly & Walsh.

As the s.s. *Haiching* was leaving the wharf yesterday about 2 p.m. a coolie woman was observed by the passengers of the Star Ferry *Evening Star* to jump overboard from the *Haiching*. She was promptly rescued by one of the deck hands of the Ferry launch.

A man who was found on the roof of a house in Gough Street was charged with being there with intent to commit a felony, and was further charged with being a rogue and a vagabond. Mr. Wood, before whom he was brought, sentenced him to imprisonment for one month.

A barber in Hung King Lane stabbed another man with a knife on Monday, and the victim had to be sent to the hospital. However, he was able to appear at the Magistracy yesterday and bear witness against his assailant, who was sentenced by Mr. Wood to three months' hard labour.

BRIBERY IN CANTON.

A Canton vernacular journal, the *Si Men Daily News*, in its issue of the 14th inst. makes sensational charges against the Canton Principal Chamber of Commerce, which it accuses of accepting bribes. It proceeds:—"Its daily work is composed of settling money disputes between contending parties, and its conduct has been severely criticised by the people outside. The Chamber is generally known as 'rotten.' It was not until the dispute between two certain merchants arose over the application to the Provincial Government for undertaking to collect a tax on prepared opium that the master of the Chamber's demand for bribes came to light. The Chamber at first sided with one of the merchants, but later favoured the other. We now understand that the Chamber has already obtained bribes." The journal then gives the names of the people who have received bribes and the amounts.

DISTURBANCE AT HUNGHOM.

A disturbance which might have developed into a serious riot occurred at Hunghom on Monday, and peace did not again reign until a number of unruly spirits were taken into custody. It appears that while a Portuguese sailor from the gunboat *Vasco da Gama* was cycling along near the market place he either neglected the rule of the road, or a Chinese who was walking along obstructed his passage. Whatever the cause, the cyclist and the pedestrian collided, and both fell to earth. The Chinese was the first to regain his feet, and lost no time in getting out of the way. Meanwhile, the enraged Portuguese attacked another Chinese, who called the police. Inspector O'Sullivan arrested the sailor, whereupon a number of his comrades in the vicinity went to his assistance and endeavoured to liberate him. While struggling to retain his prisoner Inspector Sullivan gave instructions that the police at Yauwatt Station should be called. Before their arrival, however, a mob of Chinese who had assembled decided to help the pompan, and immediately attacked the Portuguese with sticks and stones. It was not long, however, before the police from Yauwatt appeared on the scene, and the riot was soon quelled. Just as they were returning, however, a Portuguese happened to pass a mob of Chinese. His appearance was heralded by a loud shout, and before he was aware of what was happening he was surrounded by the Chinese, who were giving him a hard time when the police returned, and effected further arrests.

At the Magistracy yesterday before Mr. E. R. Hallifax seven Portuguese and four Chinese were charged with disorderly behaviour. Of the Portuguese defendants the first was fined \$15 the second and third \$5 each, the fourth was discharged; and the fifth, sixth and seventh were each ordered to pay a fine of \$5. The first Chinese offender was fined \$10, and each of the others \$5.

JEWELS WORTH £160,000 MISSING.

A great stir has been caused in Paris by the suicide of Dr. Léon Petit, the secretary of the Home for Consumptives at Ormesson, founded by Sister Cécile.

The sister, who is accused of having purloined in London and elsewhere £160,000 worth of jewellery entrusted to her for sale by a number of leading jewellers in Paris, was arrested on May 20th. She is a woman of about sixty, was universally respected, and is decorated with the Cross of the Legion of Honour. The *Git Blas* opened a subscription for her, heading it with £40.

Dr. Petit had a long talk with Sister Cécile, after which he sent his servant to bed, undressed, and went to work in his study in his dressing-gown. He hanged himself by a picture cord from a window over his staircase. The cord broke with the weight of his body, but when found at the foot of the stairs this morning he was dead.

On his table he left two packages of paper, and a letter to his wife, in which he wrote:—"My dear Marie—I prefer death to being mixed up with the horrible scandal which I see coming. The whole responsibility is Mother Cécile's, who is sewing around her ruin and death. Forgive me the pain I am causing you I am a martyr.—Léon."

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

THE CONSTITUTIONAL CRISIS.

LONDON, June 13th.

In the House of Commons to-day Mr. Asquith stated that last week communications had passed between Mr. Balfour and himself which he hoped would lead to an early meeting.

THE DECLARATION OATH.

LONDON, June 13th.

The Premier announced at question time in the House of Commons to-day that he would introduce legislation modifying the declaration oath taken by the monarch on his accession.

DISAGREEMENT DENIED.

LONDON, June 13th.

Sir Edward Grey, replying to Sir J. H. Dalziel (Kirkcaldy Burghs) in the House of Commons, declared that no disagreement had occurred with Sir Eldon Gorst (British Minister Plenipotentiary at Cairo). Sir Eldon retained the complete confidence of the Government.

KITCHENER'S FUTURE.

LONDON, June 13th.

Mr. Haldane announced in the House of Commons to-day that Lord Kitchener had refused the Mediterranean Command.

Lord Crewe, replying to questions in the House of Lords, regretted that the Government were not to have Lord Kitchener's services in the Mediterranean, but the Government fervently hoped that his great qualities would be held for the service of the country in some capacity or other. He declined to give Kitchener's reasons for the refusal.

BRITAIN AND EGYPT.

LONDON, June 14th.

In the House of Commons, Mr. Band [probably Mr. A. F. Bird, Unionist M.P. for Wolverhampton W.] drew attention to the situation in Egypt and attacked the Government's policy of fostering self-government in that country.

Mr. Robertson denounced Mr. Roosevelt's Guildhall speech as an insult, but Mr. Balfour defended the ex-President, who, he said, realised what others failed to realise, namely, that Egypt and other Oriental countries had never shown the slightest trace of a capacity for self-government. The situation in Egypt called for prompt and decisive action.

Sir Edward Grey paid a tribute to the work of Sir Eldon Gorst, and said that Mr. Roosevelt's speech was the greatest compliment to the work of any country ever bestowed by a citizen of another. The situation in Egypt was not nearly so grave as was pointed out, but a serious warning would be necessary if the symptoms continued. It would be the first object of the British Government to assert authority.

EIFFEL TOWER SIGNALS FOR MARINERS.

The wireless station on the Eiffel Tower, which had been much damaged by the floods of last January, is working again under normal conditions.

Great improvements have been made, and corresponding stations of wireless telegraphy have been established on the coast of Africa, and in the interior, so that the French Government will be able to communicate from the Eiffel Tower with all the positions in Africa.

Another improvement which has been made at the Eiffel Tower wireless station will be of great service to navigators. Dating from May 23 there will be emitted every night at 12 o'clock (Paris Observatory time) three electric sparks, one at 12, another at 12.5, and the third at 12.4, which can be registered by all vessels fitted with wireless apparatus, enabling captains to take their bearings with precision. Experiments have been made lately with the ships of the French Navy, and have proved a great success.

THE ALLANA CAPTAIN ASSAULT CASE.

The case in which S. M. E. Allana and D. R. Captain were convicted on a charge of assaulting Miss Della Huard was again mentioned yesterday.

Mr. J. H. Gardiner, representing Miss Della Huard, said that Mr. Shenton had pressed the case against the defendants more than she really intended him to, and she now wished his Worship to deal with the defendants more leniently, in the way of fining them and binding them over. Miss Huard never expected that his Worship would deal so severely with them as he had, and she now asked if he could see his way to commute the sentence imposed. She would be quite satisfied if they were fined and bound over.

His Worship—I don't see where she is concerned.

Mr. Gardiner—She asked me to make this application.

His Worship—I don't think I can grant it. Mr. Gardiner said that one reason why the application was made was because the appeal would be heard before the Full Court, and she did not want more publicity than possible. She did not want the case to go to the Full Court, as she considered she had been notorious enough at the Police Court. If his Worship could see his way to grant this application she would be much obliged.

Mr. Reader Harris, who represented the defendant Captain, said that Miss Huard had written to Mr. Grist immediately after the case and asked him to make this application, but he explained that he could not. Mr. Harris wished to point out to his Worship that the wrong found to be done by the defendants was a wrong to one person, and this one person had now come forward and stated that she did not wish the defendants severely dealt with. She was not present on the last occasion when her solicitor pressed the case. Captain had been here ten years, and had never been a defendant at the Police Court before. He would get his discharge from bankruptcy on the 29th of next month, and he then expected to become a partner in the firm which he was managing, so that his present position was a very unhappy one for him. By granting this application his Worship would save the expenses of appeal to the Supreme Court. Getting fined and being bound over, instead of imprisonment, should be sufficient on a first conviction. His Worship as a magistrate, had absolute discretion as to whether he should impose a fine or imprisonment, and the speaker submitted that this was a case in which he should use that discretion and impose a fine instead of sending the defendant to goal.

Mr. F. P. Hett, who appeared on behalf of Allana, pointed out that his client was a Malayan, and said that imprisonment would affect his caste to a considerable extent. He understood also that Allana had an opportunity of getting employment which, as his Worship knew, he had not had for many months, and if he went to prison he would lose that opportunity. Apparently, from the attitude Miss Huard had taken up, she did not intend the case to be pressed, and was sorry that his Worship had taken such a serious view of it. After all, it was not a wrong against the public generally, although in theory it might be. She, in fact, was the only person wronged, and the only one wanting compensation.

His Worship—I cannot see my way to alter my decision. The sentence must stand as far as I am concerned.

COAST NEWS.

KIA-YING-CHAU, June 9th.

Very early yesterday morning, before daybreak, a mob of a hundred men entered the Examination Hall here and demolished a number of weaving machines placed there, besides breaking up the roof over the portion of the premises where the machines were to have been set up.

The Department Magistrate came on the scene, but was addressed by one of the gentry in a way that he considered insulting, so he returned at once to his yamen. Later he had a gate opened to allow the exit of the members of the mob for fear the citizens might lynch them in the morning. As soon as they had gone the gate was closed and no gates were opened for several hours.

It seems that a number of wealthy and influential merchants formed a company for the manufacture of cotton cloth. They leased a part of the Examination Hall to serve as their factory. The Department Magistrate was a party to the transaction. When the facts became known the gentry protested against such use of the premises.

Late on June 7th three boats came up the river carrying about one hundred men, said to be "scholars" from Sung-k'on, a large market town 33 miles down the river. The associated merchants had good reason to think these men had come for mischief, so guarded the Hall until an early hour in the morning.

Soon after the guards withdrew the mob rushed in and demolished things without hindrance.

There is a good deal of excitement to-day, and it is fortunate that the perpetrators of the lawless act that they are out of harm's way.

LATEST STEAMER MOVEMENTS.

The *Apar* str. *Japan* from Calcutta left Singapore on the 14th instant morning, and may be expected here on or about the 19th inst. The cargo of Silk shipped on board the M.M. str. *Solanki*, which left this port on the 9th ult., was delivered in Lyons on the 11th inst. The I.G.M. str. *Prins Waldemar*, which left here on the 21st ultimo, at 9 a.m., arrived at Sydney on the 13th inst., at 7 a.m. The Silk str. *per C.P.R. str. Empress of India*, which left here on the 14th ultimo, arrived at New York on the 11th instant.

REVIEWS.

Maritime Law. By ALBERT SAUNDERS. London: Effingham Wilson.

This is a most interesting work, and one that should be in the library of every lawyer, ship-owner and, above all, of every ship master. It is practically the legal history of a ship from the time of the contract made for her building through everything that can happen in the life of a ship to the time of her total loss. The articles on the duties of neutrals in time of war should be read with interest by all persons entrusted with the navigation of ships, so that no mistake should be made when confronted by an armed vessel of one of the belligerent nations. A case in point is in chapter XII, exemplifying the seizure of the *Peterhoff* by the U.S.S. *Vanderbilt*. Owing purely to the ignorance of those in charge of the vessel the *Peterhoff* was seized and sent to Key West as a lawful prize, the master having refused to obey lawful orders issued by an officer of the U. S. Navy during war. The legal aspect of many well known cases, such as the sinking of the *Kowshing* at the beginning of the China-Japanese War, the capture of the *Prometheus* and the sinking of the *Knight Commander* in the Russo-Japanese War and many others are given.

Another interesting point not generally known is the decision of the Sasebo Prize Court in the case of the steamer *George*, illustrating a principle of International Law that a vessel if she breaks the blockade and gains ingress to the blockaded town, is liable to seizure and to pay the penalty for her acts until she has completed her return voyage.

The rights and duties of ship-owners with regard to the carriage of cargoes is fully explained, as well as the power of ship masters under stress of pledging the ship for repairs, i.e., issuing a bottomry bond and selling cargo. The vexed question of the liabilities of pilots is ably dealt with, particularly with regard to the Suez Canal.

After carefully reading this very able book, one is forced to realise how necessary a complete system of International Laws is for the many vessels of different nationalities navigating the high seas. Mr. Saunders is to be congratulated upon having made what might have been a very dry legal work into one of absorbing interest.

GERMAN PROSPERITY.

TESTIMONY OF ENGLISH WORKING MEN.

A large party of workmen, including railwaymen, miners, factory hands, and men engaged in the building trade, who were sent to Germany by the Tariff Reform League to inquire into the condition of the German workers, returned to London.

The party—most of whom came from Yorkshire, and Cumberland—visited Cologne, Frankfurt, Stuttgart, Chemnitz, Dresden, Berlin, Essen, and Düsseldorf. To a representative of the London Evening News several of them gave their impressions of the tour.

Mr. R. Harrison, a railway guard, Carlisle said: "The first thing we noticed on arriving at any of the towns was the cleanliness and tidiness of the children, who were well fed and well clothed. To my mind, the condition of the children at once denotes the condition of a nation. There were no ragged waifs, no drunken and bedraggled women, no men leaning against street corners and lamp-posts with nothing to do. There were no houses with broken windows patched up with brown paper. In fact, there were no slums."

BLACK BREAD FETTERED.

"The black bread is very good." We tried it, and we liked it. It is looked upon as almost a luxury by many poor people, who can get as much white bread as they want, but prefer the other.

To test these German cities we tramped through them in the early hours, when whatever poor and unemployed there may be are sure to be found sleeping out. We saw hardly a soul in the streets. There seem to be no ragged outcasts in Germany. To-day during a short tour of London we have seen more poverty than was apparent throughout our journey through the biggest cities of Germany."

Mr. R. Elliott, a North Cumberland miner, said: "The first thing I noticed in the agricultural districts was that there were few acres of rye to every one of wheat. I found that this was due to the preference the German people have for rye bread over white bread. We found that the rate of pay for labour was similar to or higher than that of this country; we hardly discovered a case where it was less."

FEW UNEMPLOYED.

"The necessities of life are in some cases cheaper than in England. We made special inquiries about household and domestic appliances. Apparently demand for this food is not due to cheapness, for the best joints are sold at 7d. a pound, and horse sausages can rarely be bought under 1s. a pound."

Mr. Rhodes Brown, a York tradesman, who was leader of one of the groups of visitors, said: "I was struck with the general prosperity of the working classes. Every foot of the agricultural districts is worked; unemployed are hardly to be seen in the towns or country. We penetrated into what approximate to the 'slums' of Berlin, and found the houses were furnished almost luxuriously compared with a slum house in an English town."

In reply to some newspaper criticisms the members of the party unanimously passed a resolution stating that the fullest facilities were afforded them for fairly and properly investigating the conditions in Germany, and denying that hindrances were placed in their way by the committee having charge of the deputation.

At the annual meeting of the Association of Trade Protection Societies in London, the president, Mr. G. M. Chamberlin, of Norwich, expressed regret, as a business man, that the fiscal question could not be raised above politics and that a round table conference could not be arranged for an exchange of views.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellis's Crème Chamois, Lait Chamois and Special Skin Tonic, and Poudre Chamois will enable you to do it. For Specialities for the Skin see the agency of a list, A. S. Watson & Co., Ltd., Sole Agents.

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SUPREME COURT.

Tuesday, June 14th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS FROST (CHIEF JUSTICE).

THE APPOINTMENT OF RECEIVERS.

In the matter of the estate of Pang Sing Yui deceased, and in the action between Pang Chun Tong v. Pang Chang Yui and Pang Ng Shi, the Chief Justice gave his decision on the motions brought forward.

Mr. M. W. Slade, K.C., who was instructed by Mr. Bulmer Johnson (of Messrs. Donnys & Bowley) moved on behalf of the plaintiff. The first defendant was represented by Mr. Eldon Potter, instructed by Mr. F. X. d'Almeida e Castro (of Messrs. Almeida & Smith), and the second by Mr. C. G. Alabaster, instructed by Mr. Christopher Wilson (of Messrs. Hastings & Hastings).

His Lordship said—I am not sorry that the discussion in this case has taken place, because I think it will enable me to state clearly the views which I hold with regard to the appointment of receivers. No doubt the practice has got a little out of hand, and I think it is advisable that I should state as clearly as possible what the rules are. The appointment of a receiver in an action may be most necessary for the protection of the plaintiff's rights, but at the same time it may be most injurious to the defendant's rights. It ought only to be granted where the protection of the plaintiff's rights is essential. That, I believe, is briefly the law in England; but in this country, owing to a certain peculiarity of the laws, which everybody knows, with regard to Chinese customs, I think it advisable to introduce what I call a common order: that is to say, an order which does not protect the rights, but is not altogether a hostile order. It is an order which I have always endeavoured to make, so that it can work with as little friction as possible, and, as I say, with as little hostility to the plaintiff as possible. Because otherwise the plaintiff is apt to think when he has got a receiver, that he has practically won the action, and the defendant is apt to think when a receiver is appointed that he has lost the action, and some of the arguments addressed to me in chambers rather tended to confirm that view. Certainly some of the points put forward on behalf of the plaintiff were rather suggestive that he had won the action although it was not ultimately decided. Here, so far as I can conceive, an ordinary order was made. This has had the inevitable result of annoying the defendant and making him do some exceedingly foolish things for which he will have to take the consequences. No doubt he was exceedingly irritated at finding a receiver put in and interfering with the old established course of his business. But then I think, after what I heard in chambers, that the receiver acted in a somewhat arbitrary fashion in depriving him straight off of his allowance as manager, and of somewhat naively expecting him to go on assisting the business without his allowance. I think that he should have come to the Court, then a definite order would be made authorising him, if necessary, to withdraw the allowance, for I have no doubt that he was in a difficult position. I am not criticising the receiver in any hostile way, because Mr. Slade has always done his work exceedingly well, and this is the first time, so far as I can say, that I have had to criticise the work done. The result of this action is undoubtedly arbitrary, and there was illegality on the part of the defendant, but I have no doubt that what he did came well within the principle of law as well as within the principle of common-sense. But defendant deliberately took steps that would interfere with the rights of the business which was under the control of the receiver, and therefore these motions would inevitably follow. The case itself is, I am sorry to say, one of those only too common in the Colony. The heirs come of age, are discontented with the old methods by which the estate is managed, and brings an action. The manager becomes exceedingly annoyed that the old customs and ways of management are going to be upset because he thinks his ways are the best. His own ideas were expressed in the answer he gave to me that with regard to his oversight, which amounted to a considerable figure, I think \$13,000 that that covered a period of 25 or 29 years. They may be Chinese methods, but unfortunately when they come before an English Court they have to be put straight. In this case it is perfectly manifest that in the interests of all parties this manager ought to continue in charge of the business, and the business should derive the benefit of his experience and good-will, which undoubtedly the ships' captains bear towards him: and if it is possible I think that must be continued. It is quite clear he cannot go on in the A. Tai, but he must, if possible, go on in the A. Dai. But I only propose to make an order which will be subject to report within fifteen days by the receiver as to the way the thing works. I propose that the defendant shall continue in the management of the property and receive an allowance from which must be deducted a definite sum in meeting the overdraft. His allowance will be \$50 a month, less \$20 a month which the receiver will retain towards the ultimate adjustment of accounts. I think that the ordinary family arrangements of the establishment must go on just as they were before. It was suggested with regard to the means that the wives and concubines and cousins and hands all participated, that this was not very fair, and that it allowed to go on the plaintiff ought to have some allowance for his food. My view is this: If a person seeks to upset by action a course of affairs which has been going on for some time, he cannot finally upset that until the action is tried. He cannot possibly upset an old arrangement until the rights of the parties are finally decided. When they are, everything will

be taken into consideration. That is the ordinary result of the plaintiff bringing the action; therefore the plaintiff must look after himself up to the time the action is tried. I think, so far as I can see, that the old man who was put in by the receiver is a man experienced in affairs, and there is really no objection whatever that I can see on the part of the defendant to his being present. He will act as sheriff, but take no part or interfere in any way with the management. So far as the old lady is concerned, I think she was only foolish, and I do not propose to make a special order with regard to her. A report will be made to me in fifteen days, and if everything is satisfactory things can go on till the trial of the action; if not, I will make a further order. With regard to the question of costs, I think the just way of settling it is this: the costs of the motion will be costs in the cause, which means that if the plaintiff wins he will get his costs, but the male defendant must in any event pay his own costs. If necessary to vary this ultimately I shall do so, but I think that is as far as I can go at present.

Mr. Slade—I hope your Lordship's order will work satisfactorily, but there appear to be some slight misapprehensions in your Lordship's mind with regard to this matter.

His Lordship—You don't quite follow me. This was referring to something which happened in chambers. What I have said only applies to arrangements prior to the action. All little details can be dealt with in the report which the receiver will make to me in fifteen days.

CLAIM ON A BILL OF EXCHANGE.

Action was brought by Yap Hok Ling, comrade of the Yokohama Specie Bank at Kobe, against Chan Tung Sang, to recover the equivalent in Hongkong dollars of Yen 60,000 due on a promissory note, together with interest at the rate of six per cent. per annum from the 10th September, 1905, to payment or judgment.

Mr. M. W. Slade, K.C., instructed by Mr. E. J. Grist (of Messrs. Wilkinson & Grist), appeared for the plaintiff, and defendant was represented by Mr. Eldon Potter, instructed by Mr. P. M. Hodgson (of Messrs. Ewins & Harston).

The statement of claim showed that on 9th July, 1905, the plaintiff recovered judgment against the defendant in the Kobe District Court. The plaintiff was liable to the bank for all Chinese notes, and the defendant had dishonoured this bill.

The statement of defence set forth that the plaintiff was a partner in the Hip Tung Fung firm, and was liable with the other partners to contribute to the payment of its debts. Defendant admitted giving a guarantee in writing on May 18th, 1905, but said that this agreement was entered into with the Yokohama Specie Bank only, and not with the plaintiff. In the alternative he said that if he did enter into any guarantee or agreement with the plaintiff, such guarantee was entered into without any consideration as between plaintiff and defendant. Defendant denied that judgment was recovered against him in the Kobe District Court, and said that if it was recovered it was invalid, as he was not a subject of the empire of Japan, and not subject to its courts.

Mr. Slade, in outlining the facts, said the plaintiff was and is comrade of the Yokohama Specie Bank in Kobe, and by his comrade agreement he was liable to the bank for the non-payment of all bills of exchange, *inter alia*, to which Chinese were parties. There was a firm carrying on business in Kobe and Hongkong called the Hip Tung Fung, and this firm from the year 1903 did business with the Yokohama Specie Bank in bills. From 1903 till 1905 this business was put through without the plaintiff, as comrade, requiring any special guarantee or security, as he was satisfied with the standing of the firm. In 1905 he, as comrade, refused to do business with the firm without a special guarantee of some security. Accordingly the Hip Tung Fung firm in Kobe, obtained from one of its partners, the defendant, a written guarantee which was addressed to the Yokohama Specie Bank and the plaintiff by name. This guarantee was made in May, 1905, but no business was done under it until August of the same year. The firm being in urgent want of money, the plaintiff off of his own money advanced on promissory notes to the Hip Tung Fung firm, which amounted altogether to a sum of Yen 60,000. The bank at that time, an account of fluctuations in exchange, declined to do exchange business. In September, the bank being willing to take exchange business, a bill for Yen 60,000 was drawn by the Hip Tung Fung firm in Kobe on the Hip Tung Fung firm and the defendant in Hongkong, payable at the Hongkong branch of the Specie Bank thirteen days after sight. The bank bought this bill and paid Yen 59,000 odd for it, and the amount which was paid out by the bank was paid over to the plaintiff towards the indebtedness of the Hip Tung Fung firm on the promissory note. The bill in due course came down to Hongkong, was accepted by the Hip Tung Fung firm here, but when presented for acceptance the defendant refused to accept and said he knew nothing about it. On due date the bill was presented for payment and dishonoured. Then the matter was referred back to Kobe, and the bank came down upon the comrade under his agreement, and the comrade had to pay Yen 60,000 and interest, which to date of payment amounted to a sum of Yen 709. When he paid, the bill was endorsed over to him by the bank, and he now sued upon the guarantee and upon the bill. Plaintiff sued the defendant in the Japanese Court, but the defendant did not appear, and plaintiff got judgment, which was practically waste paper.

Mr. Potter said he was going to take the objection that this action was an action on the judgment of the Japanese Court. It was not an action on the guarantee, or anything like it. His Lordship—Take it after Mr. Slade's opening.

Mr. Potter said he was going to take the objection that this action was an action on the judgment of the Japanese Court. It was not an action on the guarantee, or anything like it. His Lordship—Take it after Mr. Slade's opening.

Mr. Slade said the plaintiff obtained that judgment, but it was not intended to rely on it, because, as his Lordship knew, a judgment obtained by default in a foreign country under circumstances such as these, as conclusive evidence of a debt was practically useless.

His Lordship said he should strike out the paragraph in the statement of claim with regard to the Japanese judgment.

Mr. Slade said he was perfectly willing.

Mr. Potter said that all along the line Mr. Slade had sued on his judgment and nothing else. There were numerous defences to a foreign judgment, and what his friend now wished to do was to fight the case again on its merits. His Lordship could not allow the plaintiff to come into Court suddenly, and say he was going to amend his own case.

His Lordship—You had full notice of that in July, 1907.

Mr. Potter—No. The statement of claim is nothing more than explanatory. It gives your Lordship a history of the case. I will show your Lordship, when the time comes, that my friend cannot, having issued a writ on a foreign judgment, now set up a distinct cause of action and sue on a guarantee.

His Lordship—This law is so hopelessly vague.

Mr. Potter—If there is a merger they can only sue on their judgment; if there is not they have two distinct causes of action, one on the judgment and one in the original case. Plaintiff chooses one and sues on it. It is laid down that you cannot, in your statement of claim, set up a new and distinct cause of action, and that is what my friend would be doing if he proceeded on the merits of the case here.

His Lordship—The point is raised too late; if it came before me three years ago I might have considered it.

Mr. Potter—It is not for me to quarrel with my friend's statement of claim.

His Lordship—Unfortunately the statement of defence meets that statement of claim. What is it you want me to do?

Mr. Potter—I want your Lordship to say this action is simply on the foreign judgment.

His Lordship—The result of that is that you want me to strike out certain paragraphs of the statements of claim and defence.

Mr. Potter—I have approached this case from the point of view of the foreign judgment, because I could not have any other view on the face of the writ.

His Lordship—What I propose to do, and what I think is the only possible way, is to strike out the whole of the paragraph with regard to the Japanese judgment.

Mr. Potter—We have been sued on the judgment and nothing else.

His Lordship—I should have thought steps would have been taken to amend the writ.

Mr. Potter—They have not.

Mr. Slade—Because of the wholesome provision of the Code, which says that we need not do it.

His Lordship—The final claim is not on the judgment. It is on the guarantee.

Mr. Potter—Why should there be any mention of the Japanese judgment if they do not intend to rely on it?

His Lordship—They rely on it as evidence. The judgment follows by the way in which the claim is put in the statement of claim, and the judgment would not be a judgment on the Japanese judgment at all. It is really too late to raise technical points now. They should have come up before.

Mr. Potter—Plaintiff cannot go on without having the writ amended.

His Lordship—I am disposed to agree with your view that I should amend the writ.

Mr. Potter—But I say that would not be fair to me. It would not be amending the writ, but adding a new cause of action to the writ.

His Lordship—I think it has been laid down by the Court of Appeal that the Court has absolute power to do anything it likes subject to the protection of the defendant's rights.

Mr. Slade—Advantage cannot be taken of an irregularity unless application is made within a reasonable time.

Mr. Potter—This is not an irregularity of practice, but an extension of the statement of claim.

His Lordship—It is quite impossible at this stage to take such a point. I think the writ should be amended. While I agree with your argument in ordinary cases I don't think it occurs in a foreign judgment. The whole question is covered by time.

Mr. Potter—I think the plaintiff should show your Lordship some authority, not for amending the writ, but for substituting a new cause of action.

His Lordship—I think it is too late to take the point now.

Mr. Potter—You are amending an absolutely good writ in order to bring it into line with faulty pleadings. Might I ask for leave to amend and plead *res judicata*?

His Lordship—I am in order to bring the writ into line with the statement of claim.

Mr. Potter—I want to put in an additional defence.

His Lordship—I will allow the amendment.

Mr. Potter—I will leave it as it is. I won't press for an amendment.

His Lordship—Theoretically I agree with you, but not practically.

Mr. Potter—I am really right, but your Lordship cannot help me. It is comfort, my Lord, but it is cold comfort.

The case stands part heard.

WRIGHT AND GREG'S "PREMIER"

SCOTCH WHISKY—just the same as you get at home in Scotland.—Advt.

THEODORE ROOSEVELT.

SIX GENERATIONS OF PUBLIC LIFE.

The Roosevelts are one of the oldest of Dutch-American families. It is two hundred and sixty years since Claes Martenszen Van Roosevelt brought his wooden shoe, his big breeches and his long pipe from the old Amsterdam to the new—the city that was afterwards re-named New York. For a century and a half his descendants kept their blood practically unmixed, christening their children Nicholas, Johannes, Jacobus, and so on, preserving in all its integrity the Dutch spelling of their surname, using only their mother tongue as the language of the home, and attending, sire and son, the Dutch Reformed Church.

DISTINGUISHED ANCESTORS.

They were thrifty, plodding folk, who rose within a hundred years after their first settlement to wealth, the title of esquire and the rank of "gentleman." For six generations they have played their part in the public life of the city and State of New York. From about 1750 onwards the Roosevelts appear and reappear as aldermen, assemblymen, State Senators, councilmen, or judges. One of them sat in the Constitutional Convention with Alexander Hamilton. But predominantly they were clear-headed, enterprising and successful men of business. The ex-President's grandfather inherited a large fortune and added to it as a glass importer and a banker, being indeed the founder of the first bank ever started in New York. A great uncle shared with Robert Fulton the honour of developing the steamboat, and built and navigated the first vessel of the kind that went down the Mississippi.

But it was in the ex-President's father, Theodore Roosevelt, son, that the family stock first put forth a shoot of real rarity and distinction. Carrying on and extending the glass business and the bank he had received from his father, he yet found time to devote his shrewdness, persistence and practicability to immortal schemes of social and philanthropic endeavour. During the Civil War he helped to raise and equip the eighty regiments that went to the front from New York State; he organised a sanitary commission for attending to their comforts in the field; he drew up a Bill, and after a sharp struggle succeeded in getting it passed by Congress, authorising honorary Commissions for distinguished citizens to receive such portion of the soldier's pay as he wished to send home, and so forth without cost or risk to him; he collected the funds and made all the arrangements for a grand Thanksgiving dinner sent from the North to the Army of the Potomac—a feast still spoken of by the veterans of the fight with kindling eye; and when the war was over he busied himself in forming societies to collect the bones of crippled soldiers and of the families of those who had fallen, and to find employment for the able-bodied survivors.

A PRACTICAL PHILANTHROPIST.

Thereafter business engrossed him less and less and practical philanthropy more and more. He founded a hospital and dispensary for the treatment of spine and hip diseases. It was he who incessantly advocated the creation and the ultimate became the president of one of the most useful and intelligent institutions of the New York State Board of Charities. Improved tenements, rational treatment of vagrants, lunatics and orphans, the protection of children, the Young Men's Christian Association, the establishment of museums of art and natural sciences—all these interests and causes, and many others besides, found in him a champion of unswerving zeal, liberality and—never failing—common-sense. A lodging house in connection with the Children's Aid Society was under his particular charge; and one day in every seven this wealthy and prominent man of affairs religiously set aside for work and visits among the poor. With all he was of a hearty, winning, spontaneous nature, with a ready wish for company and a passion for outdoor life, driving a fine, driven in Central Park or sailing his boat on the Sound with a youthful enthusiasm that never left him and the skill of one who was thorough in all he undertook. "My father," said his son, "was the finest man I ever knew, and the happiest." When he died in 1878 flags flew at half-mast all over the city, and rich and poor followed him to his grave.

The future President's mother belonged to a family, the Bullocks of Georgia, as old and well-esteemed in the South as the Roosevelts in the North. Two of her brothers entered the Confederate Army and served in the Civil War, both winning for themselves and their names in the history of that Titanic struggle. The elder—whom his famous nephew was afterwards to describe as "the nearest approach to Colonel Newcome of any man I ever met in actual life"—was despatched by Jefferson Davis to buy arms and vessels for the Confederacy in England. It was he who ordered and equipped the *Alabama*, and it was his younger brother who fired the last shot from her sinking deck as she went down before the *Kearsage*.

Mr. Roosevelt has always gloried in his Southern ancestry. Born too late to feel the bitterness of the Civil War, he has been fortunate in falling heir to its memories of valour and devotion on both sides. His uncles attached themselves to the cause they believed to be right, and each, in furthering it, did his full duty. For Mr. Roosevelt that is enough. He has repeatedly paid public honour to their memories and to the memories of all who, under the banner of a false ideal—mistaken and pernicious as he knows their ideal to have been—risked everything for their beloved Southland. More than once in the White House he claimed to speak to predominant feeling, and next to that Dutch, with a slight mixture of French, Huguenot and of Gaelic. But of them all none has given him more delight and pride than that which unites him to the South, and makes good his title to share in its traditions of heroism and constancy.

AN AMERICAN ARISTOCRAT.

Mr. Roosevelt was born in his father's New York house on October 27, 1858. He is, of course, altogether of the type of man who would have risen high whatever his initial station in life. But it is just worth noting that almost alone among American Presidents he belongs to what, for want of a better word, may be called the American aristocracy, that he never was called upon to struggle for a livelihood, that he was born to wealth, an established social position and a family tradition of public service. Easy circumstances, the best of home life, an atmosphere of comfort, culture and sound citizenship, and the diversions of a country house at Oyster Bay, were his from the start. All his predecessors in the White House were country born and country reared; and nearly all were the sons of poor men, received little or no regular schooling and had to work their way upwards as best they could. Mr. Roosevelt's case was the precise opposite of theirs. He was a member by right of birth of what we in England should call the gentry class. For the advantages he enjoyed from his cradle he has others to thank; but the credit is rightly his that he should have turned them to the simplest use and made the most of himself and his opportunities.

THE DECLINE OF BATTING.

DANGERS OF OVERCOACHING.

There is a general outcry in the world of cricket that English batting has "gone to the dog." This gloomy view is not confined to that older generation of critics who always compare the past with the present to the detriment of the latter. Present-day critics, although expressing hopes that the eclipse is temporary, are fain to confess that English cricket is at a somewhat low ebb.

While admitting that the English batting last year, especially in the Test matches, was lamentably weak, I think that there is a tendency to exaggerate our shortcomings. Moreover, I am inclined to blame indirectly that most glorious batsman the Jam of Nawanganar (K. S. Ranjitsingh) for our shortcomings.

When the Jam was resident in England and was playing county cricket regularly he dazzled the world by his brilliant performances. One took it almost as a personal insult if on opening the newspaper in the morning "Ranji" was not chronicled as having made a century. "Only 70; why Ranji has failed again!" was the feeling. The consistency and the ease with which the Indian Prince piled up huge scores unsettled the mental balance of the cricket world. His style was exquisite, but it differed entirely from the orthodox methods handed down to us by our fathers. He had half a dozen methods of dealing with every sort of ball. He would treat a "good length one" with the utmost contempt, deprecating it to the "off" or "on" boundary as seemed to him best. Yet he had been taught originally to treat such a ball with respect.

"RANJI" THE MODEL.

It gradually came to pass then that the so-called "old-fashioned" school, the firm right foot, the dainty cut, the exhilarating drive full to the boundary, "Ranji" was unorthodox, and "Ranji" was the greatest batsman of his time, therefore "away with orthodoxy and let us all imitate him."

The temptation was certainly great, the prospect very alluring, but the pitfalls were numerous, and few if any who attempted to imitate "Ranji's" example managed to escape them. In the first place the majority of imitators attempted to run before they could walk. They were oblivious to the fact that their idol had mastered the alphabet and grammar of orthodox cricket before he electrified the world with his brilliant yet peculiar methods. They forgot that he possessed extraordinary powers of vision and could see the ball just that fraction of a second sooner than any European, and this enabled him to shape for unorthodox strokes. His wrists, too, were uncommonly flexible.

When one looks back now, it is obvious how futile it was to attempt to teach or to learn "Ranji's" methods except in so far as they were orthodox. A young dramatist might say, "I will imitate Shakespeare," with as happy results. Alphabet and grammar both of language and cricket must be mastered, but after that individuality must come into play. Imitation of another's individuality is worse than useless. It is to this "sincerest form of flattery" that I attribute much of the poverty of English batting to-day.

The foundations of the methods of all the world's greatest batsmen are the same, but these have been firmly established the individuality of the great batsman frequently conceals his orthodoxy, and this individuality is imitable.

NATURAL ABILITY TO BE ENCOURAGED.

It is possible, however, that this very error into which English batsmen have fallen and from which they show signs of recovering, may prove to be a blessing in disguise. Not very long ago coaches at private and public schools were inclined to cram their pupils by a rigid adherence to the recognised rules of batting. Any sign of individuality or unorthodoxy was sternly nipped in the bud, and batting was in danger of becoming stereotyped and unenterprising.

In the middle of writing this I wandered up to Lord's and there found Mr. H. K. Foster batting at the nets. When he gets going there is no more attractive bat in England to my mind than "H. K." Many of his most fascinating strokes are quite unorthodox, and it would be impossible to teach them to young players, for they are what might be called natural strokes—that is, the stroke which the batsman feels to be the most natural and effective manner in which to deal with certain balls.

So it is with Mr. Jessop, Mr. Trumper, and countless other batsmen who rise above criticism. Having learned orthodoxy they have improved upon it by making use of certain shots which come natural to them. Had they been checked when developing these natural shots they would never have risen to the heights to which they have now attained. It is all important therefore that coaches, when they notice young players batting with natural if unorthodox freedom, should not throw cold water upon the methods employed until thoroughly satisfied that these natural strokes can only lead to disaster. Orthodox batting must certainly be taught, but natural gifts must not be discouraged.

WORLD'S NAVIES.

POSITION OF THE BRITISH FLEET.

The 1910 issue of that invaluable guide to the Navies of the world, *The Naval Annual*, has just been published (Griffin, 12s. 6d. net). It is edited as usual by Mr. T. A. Brasseley, and the other leading contributors are Admiral Sir Francis Bridgeman, Vice-Admiral Sir S. B. Eardley-Wilmot, and Mr. Layland.

The first question asked by all who open it will be: What is its view as to the position of the British Navy? Here the annual speaks with somewhat conflicting voices. It declares in the opening paragraph that—

Enlarged statements were made by the Opposition in Parliament last spring as to the relative weakness of the British Navy, and the attempt to use the British Navy for party purposes was too frequently made during the recent general election.

But the point is missed that the statements made by the Opposition were based on the alarming admissions of Mr. Asquith and Mr. McKenna in the debates on the Navy Estimates.

And when we turn to the section dealing with battleship strength justification is provided for the Opposition's criticisms. Here it is stated that—

Germany, owing to the fact that she has under construction more battleships than Britain or the United States, must improve her relative position in the near future, unless increased exertions are put forth by ourselves and others.

And again: "It is evident that our naval position must deteriorate in the immediate future, for the five large armoured ships at the (British) 1901 programme are not to be laid down till 1911, and will not be completed till 1913."

The following figures are given for Dreadnoughts, built and building:—

	Built.	Building.	Total.
Britain	9	7	16
United States	4	4	8
Germany	2	11	13
France	0	6	6
Japan	1	3	4
Russia	0	6	6
Italy	0	1	1

The table indicates that in Dreadnoughts Britain is below the two-Power standard. It does not include ships of the Inviolable class, of which Britain has six and Germany four, while two are building for Australia and New Zealand.

Uncertain opinions are expressed as to the armament of the British Dreadnoughts. It is noted that the six guns which the German ships of that class carry "may tell heavily in an engagement," and "might have a serious influence on the result of an action. But in another passage we are told that "the value of the medium gun is doubtful."

To the new 13.5 in. gun, which has been so long expected and which has been so slow in making its appearance in our new ships, some attention is devoted. We are told that "the construction of the gun and its penetrative power at long range are said to have passed the tests most satisfactorily," and it is hinted that some of the ships of the 1909 programme may mount this weapon, though in the tables they are credited only with 12 in. guns.

A special chapter is devoted to the German Navy, and another, dealing with the command of the Adriatic, treats of the increase in the Italian and Austrian fleets. It shows that Italy has eleven battleships and ten armoured cruisers launched to twelve Austrian battleships and three armoured cruisers.

The book contains the usual illustrations of ships and plans. One of these authoritatively discloses the fact that the *Hercules* and *Colossus* will be sisters of the *Neptune*, and not of a new and more powerful type.—*Daily Mail*.

LIFE IN THE EAST.

Since Kipling published "*Plain Tales from the Hills*," the public at Home have been firmly convinced that English people who live in the East are systematically wicked and collectively immoral. There are some lines in "*Don Juan*" which go to prove that this view was held fairly recently even in Byron's day, but it was undoubtedly Kipling who first set it firmly in the public mind and Anglo-India has hated him for ever since. And, says the *Ping Pong*, knowing how intensely, not to say subconsciously, respectable the English communities in the Straits—where the climate is still more sultry than in India—we have always believed that Kipling coloured his picture rather highly and used a good deal more carmine and vermilion than was necessary. But now there has arisen one who smites Anglo-India society from its very midst. The *Singapore Free Press* has published the brilliant list of papers published at Singapore, has had a bad attack of liver and "give us show away," so to speak; in an article from which we dare to extract only the very mildest passages. He—or is it she?—says:—

People in Singapore simply adhere to the traditions of the station which provide that neither man nor woman shall remain unattached after once reaching this holiday resort. And as there are always a number of young officers and civilians "up on three months' leave," and a host of grass widows who have left their grumpy and liver-stricken husbands in the States—where the climate is still more sultry than in India—we have always believed that Kipling coloured his picture rather highly and used a good deal more carmine and vermilion than was necessary. But now there has arisen one who smites Anglo-India society from its very midst. The *Singapore Free Press* has published the brilliant list of papers published at Singapore, has had a bad attack of liver and "give us show away," so to speak; in an article from which we dare to extract only the very mildest passages. He—or is it she?—says:—

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Hongkong, 10th June, 1910. [755]

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In Liquidation.

PURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE IS HEREBY GIVEN that a FIRST DIVIDEND of 6% will be paid to the Creditors of the above-named Company on SATURDAY, the 18th inst., between the hours of 10 and 12, and on any subsequent day during office hours.

H. PERCY SMITH, F.C.A.,
Official Liquidator,
PERCY SMITH & FLEMING,
No. 5, Queen's Road Central,
Hongkong, 9th June, 1910. [737]

NOTICE.

IN THE MATTER OF THE COMPANIES ORDINANCE No. 1 of 1865,

IN THE MATTER OF THE HONGKONG MILLING COMPANY, LIMITED,

In Liquidation.

PURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE IS HEREBY GIVEN that a MEETING of the Creditors of the above-named Company will be held on FRIDAY, the 17th inst., at the Liquidator's Office, No. 5, Queen's Road Central, Hongkong, at 12 o'clock Noon, to receive a report of the course of the Liquidation and Accounts in respect thereof.

H. PERCY SMITH, F.C.A.,
Official Liquidator,
PERCY SMITH & FLEMING,
No. 5, Queen's Road Central,
Hongkong, 9th June, 1910. [738]

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A. R. LOWE, C.A.,
Liquidator.
Hongkong, 26th May, 1910. [680]

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Hongkong, 9th January, 1909. [574]

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WE HAVE This Day authorized Mr. CHARLES GORDON STEWART, MACKIE to Sign the name of our Firm in Hongkong and China.

GIBB, LIVINGSTON & Co.
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Apply to—
SAM WANG & Co.,
No. 31, Queen's Road Central.
Hongkong, 7th June, 1910. [725]

TO LET.

TO LET.

No. 2, O'BRYEN TERRACE, Kowloon.

Apply to—
SPANISH DOMINICAN FLORICULTURE.
Hongkong, 30th May, 1910. [693]

TO LET.

TO LET.

GODOWNS in Holland Street and Douglas Lane, Kennedy Town.

Apply to—
CHATER & MODY.
Hongkong, 10th June, 1910. [736]

TO LET

TO LET.

No. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.
Apply to—
ABRAHAM V. APOAR & Co.,
14, Des Voeux Road, Central,
Hongkong, 3rd March, 1910. [363]

TO LET.

FIRST FLOOR of No. 4, Des Voeux Road, recently vacated by Institution of Engineers and Shipbuilders.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
One GODOWN in MASON'S LANE.
Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 8th March, 1910. [95]

TO LET.

TO LET.

No. 156, PRAYA EAST, From 1st June.

OFFICES, at No. 2, PEDDER STREET, from 1st July.

Apply to—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 1st June, 1910. [706]

TO LET.

TO LET.

OFFICES in Des Voeux Road, Central, corner of 100 House Street.

Apply to—
Messrs. PERCY SMITH & FLEMING,
5, Queen's Road.
Hongkong, 2nd June, 1910. [440]

TO LET.

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1910. [89]

TO LET—AT MACAO.

TO LET—AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida.

Apply to—
C. A. R. D'ASSUMPO, 75, Praya Grande, MACAO.
Hongkong, 6th June, 1910. [719]

TO LET.

TO LET.

Nos. 19 and 23, SHELLY STREET, new 5-Roomed Houses.

No. 2, CONDUT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

A WELL-FURNISHED HOUSE in Kowloon, with use of Tennis Court, from 1st June, 1910.

ROOMS, in No. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor.

No. 3, DES VOEUX VILLAS, PRAYA EAST.

Newly done up.

No. 9, BEAUFIELD ARCADE (Shop). PREMISES at SHAMSHU, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE.—TOS CRIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 1st June, 1910. [91]

TO LET.

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1910. [88]

TO LET.

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumatei, Area 85,000 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [474]

TO LET.

TO LET.

No. 7, CONDUT ROAD, 4 Rooms, with Garden and Detached Servants' Quarters, Gas, Electric Light. From 1st June.

Apply to—
H. M. H. NEMAZEE,
Hongkong, 24th May, 1910. [672]

TO LET.

TO LET.

A HOUSE in Wong Nei Chong Road.

GODOWNS, PRAYA EAST, formerly occupied by M.B.K.

A HOUSE in Clifton Gardens.

OFFICES in 16, Des Voeux Road Central. "DARTMOOR" No. 13, CONDUT ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in No. 2, Connaught Road, 3rd Floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1910. [87]

TO LET.

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

TO LET.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1910. [325]

AUCTION

PUBLIC AUCTION.

THE Underwriter has received instructions to Sell by Public Auction, For ACCOUNT OF THE COMBINED, On FRIDAY, the 17th June, 1910, at 11 a.m., at the CHINA NAVIGATION CO., LTD. (Godowns, Praya, West Point). The following Goods Salvaged ex s.s. "WHYANG" (In Good Order and Condition):
COUNTING BOARDS, MEDICINE, MERCHANDISE, BAMBOO STICKS, TIN, RATTANS, VICTUALLING STORES, RUM, WOOD STAVES, IRON and RUBBER WARE, STAVES, SAPAN WOOD, CASSIA, PAPER, IRON HOOP, CHAIN, GLASS, WIRE NAILS, VARNISH, QUICKSILVER, SANDALWOOD, LEAF PANS, &c., &c., &c.
Terms:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th June, 1910. [7

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

DRAGEE (TASTELESS) FORM.

SHIPPING.

ARRIVALS.

ARABIA, German str., 2,867, C. Neumann, 14th June—Hamburg, 20th April, via Penang and Singapore 8th June, General—Hamburg—America Line.
BOONDO, British str., 4,572, W. H. S. Hall, 14th June—Yokohama 31st May, General—P. & O. S. N. Co.
BUYO MARU, Japanese str., 1,813, M. Yamamoto, 14th June—Dairen 7th June, Coal—Mitsui Bussan Kaisha.
CHITTING, British str., 1,199, F. Mooney, 14th June—Tientsin and Coast Ports 2nd June, General—Jardine, Matheson & Co.
CHOWFA, German str., 1,055, F. Schmitt, 14th June—Norddeutscher Lloyd.
FRI, Norwegian str., 850, N. G. Andersen, 13th June—Daly 7th June, General—Order.
KAIFONG, British str., 987, Warrack, 14th June—Cebu and Iloilo 10th June, Wood—Butterfield & Swire.
MICHAEL JENSEN, German str., 951, J. Petersen, 13th June—Sailon 9th June, General—Jensen & Co.
SINGAN, Chinese str., 1,071, F. Jamieson, 13th June—Haiphong 11th June, Rice—Chinese.
TULAKAT, Dutch str., 2,439, La Rooy, 14th June—Sourabaya 7th June, General and Sugar—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
14th June.
BORNEO, British str., for Singapore.
C. Diederichsen, German str., for Hoilow.
Kago Maru, Japanese str., for Moji.
Paklat, German str., for Swatow.
Tachima Maru, Japanese str., for Keelung.
Tibodas, Dutch str., for Batavia.
Wongkoo, German str., for Swatow.

DEPARTURES.

14th June.
AMIGO, German str., for Haiphong.
CHOWFA, British str., for Swatow.
COLOMBO MARU, Japanese str., for Singapore.
FRI, Norwegian str., for Canton.
GLENNALLOCH, British str., for Amoy.
HAIHING, British str., for Swatow.
HOLSTEIN, German str., for Haiphong.
TACHIMA, Italian str., for Singapore.
KUBICHOV, British str., for Chofoo.
KWAHNG, Chinese str., for Shanghai.
TAMING, British str., for Manila.
YATSHING, British str., for Bangkok.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERIA,"
Captain P. Girgovich, will leave for the above place on TUESDAY, the 21st inst., P.M.
This steamer has splendid accommodation for passengers. Electric light, electric fan in all cabins, and carries a doctor and a stewardess.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Princes' Building.
Hongkong, 14th June, 1910. [3]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"DENRIGHSHIRE,"
Captain Barrett, will be despatched as above on or about 22nd inst.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 13th June, 1910. [74]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"
Captain S. Barham, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., SATURDAY, the 25th June, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "M. Maru," 10,983 tons, from Colombo, passengers' accommodation in which vessel is secured before departing from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the B.M.S. "ARABIA," due in London on the 7th August, 1910.
Passes will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 13th June, 1910. [1]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRASAMHA," On or about 30th June.

For freight and further information apply to—SHEWAN, TOMES & Co., General Agents.

Hongkong, 13th June, 1910. [740]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP via SINGAPORE, &c.	BORNEO	Brit. str.	—	W. H. S. Hall, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON, ROTTERDAM & ANTWERP	ERSCOFF	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
LONDON & ANTWERP	DENRIGHSHIRE	Brit. str.	—	Barrett	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
LONDON &c. via SUEZ CANAL	ARCADIA	Ger. str.	k. w.	S. Barham	P. & O. S. N. Co.	On 25th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Hase	HAMBURG-AMERICA LINE	On 23rd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERICA LINE	About middle of July.
HAVRE & HAMBURG via STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERICA LINE	On 21st inst.
HAVRE & HAMBURG via STRAITS, &c.	ABADIA	Ger. str.	k. w.	Ristorcelli	MELCHERS & Co.	On 21st inst., at 1 P.M.
MARSEILLES, &c. via PORTS OF CALL.	CANTON	Brit. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 6th July, at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WESTERHALL	Jap. str.	k. w.	A. E. Moess	HAMBURG-AMERICA LINE	On 7th July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	k. w.	Malchow	NIPPON YUSEN KAISHA	On 29th July, at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	HAMBURG-AMERICA LINE	On 5th Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AFRICAN PRINCE	Am. str.	—	B. Cobl	SANDER, WIELER & Co.	To-morrow, at Noon.
NEW YORK via PORTS & SUEZ CANAL	INDRASAMHA	Brit. str.	—	Alexander	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
NEW YORK via SUEZ CANAL	INVERCLYDE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
VANCOUVER (Direct)	SUEVIA	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	JARDINE, MATHESON & Co., Ltd.	On 16th Aug., at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	JARDINE, MATHESON & Co., Ltd.	On 16th Aug., at Noon.
VICTORIA, VANCOUVER, B.C., TACOMA, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
VICTORIA, B.C., & SEATTLE via KEELUNG, &c.	AWA MARU	Jap. str.	—	F. S. Cowley	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M.
TACOMA via KEELUNG & JAPAN	INABA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 19th July, at 4 P.M.
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	TACOMA MARU	Jap. str.	—	K. Kawara	OSAKA SHOSHEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS via MANILA	HOONKONG MARU	Jap. str.	—	H. Yamamoto	TOYO KISEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	On 18th inst., at D'light
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Schina	NIPPON YUSEN KAISHA	On 8th July, at Noon
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th Aug., at Noon
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	H. Raegenar	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 28th inst.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	Bonnam	NIPPON YUSEN KAISHA	On 6th July, at Noon.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	F. Mooney	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	MELCHERS & Co.	Beginning of June.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	About 15th inst.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	MELCHERS & Co.	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 16th inst.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst., at D'light
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	MELCHERS & Co.	On 20th inst., P.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	SANDER, WIELER & Co.	On 21st inst., P.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 23rd inst., at 10 A.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	BUTTERFIELD AND SWIRE	On 23rd inst., at 4 P.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 23rd inst.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst., at D'light
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 1st July, at Noon
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 1st July.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 22nd inst., at 10 A.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 19th inst., at 10 A.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	On 17th inst., at 10 A.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	On 21st inst., at 10 A.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	SHEWAN, TOMES & Co.	On 24th inst., at 4 P.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 3 P.M.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	MELCHERS & Co.	End of June.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
KOBE & YOKOHAMA	CHIKO MARU	Jap. str.	—	—	Quick despatch.	

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"ROON" Capt. H. Rehn	About 15th June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	Thursday, 16th June, at Noon.
MANILA, YAP, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lens	Saturday, 18th June, at D'light.
YOKOHAMA & KOBE	"CARLENZ" Capt. H. Raegenar	About 28th June.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semhill	End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 9th June, 1910.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C.,
TACOMA & SEATTLE
via
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
SUEVIA	6,232	F. S. Cowley	18th June, at Noon.
KUMERIC	6,232	J. Mathie	5th July.
AYMERIC	6,232	J. Boyd	26th July.
SUEVIA	6,232	F. S. Cowley	23rd August.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 13th June, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 20th June, P.M.
MARSEILLES, via PORTS	"YARBA" Capt. Ristorcelli	On 21st June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 4th July, P.M.
MARSEILLES, via PORTS	"ARMAND BEHIC" Capt. Guionnet	On 5th July, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 9th June, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong:	From St. John, N.B. From Quebec:
"EMPERESS OF CHINA" Sat., 25th June	"ALLEN LINE" Friday, 22nd July
"EMPERESS OF INDIA" Sat., 16th July	"EMPERESS OF IRELAND" Fri., 12th Aug.
"EMPERESS OF JAPAN" Sat., 6th Aug.	"ALLAN LINE" Friday, 2nd Sept.
"MONTEAGLE" Tuesday, 16th Aug.	
"EMPERESS OF CHINA" Sat., 27th Aug.	"EMPERESS OF BRITAIN" Fri., 23rd Sept.
"EMPERESS OF INDIA" Sat., 17th Sept.	"ALLEN LINE" Friday, 14th Oct.

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Postal "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) £43. £45. and 1st Class Railway) £43. £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to call at the Malabar Coast).

THE Steamship

"AFRICAN PRINCE" will be despatched for the above Ports TO-DAY, the 15th June, 1910.
For Freight and Passage apply to
ARNOLD, KARBURG & Co.,
General Agents,
Hongkong, 15th June, 1910. [650]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"SUVERIC" FROM HONGKONG, ON SATURDAY, THE 18th JUNE, FOR VANCOUVER DIRECT.

To be followed by

KUMERIC 5th July.
AYMERIC 25th July.
SUVERIC 23rd Aug.
Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.
For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., Hongkong.

Hongkong, 27th May, 1910 [687]

"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE,"
Captain Tomlinson, will be despatched as above on or about the 20th June.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 31st May, 1910. [700]

"INVER" LINE OF STEAMERS, LTD. FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INVERCLYDE,"
Capt. Alexander, will be despatched as above on SATURDAY, the 25th inst.
For Freight apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 7th June, 1910. [727]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazz for PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE,

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

On sale at the "HONGKONG DAIRY PAPERS"
Office,
Hong Kong, 27th January, 1910.

RODI & WIENENBERGER **PFORZHEIM I/B.**

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELLERY: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS,
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

Mails from EUROPE via SIBERIA:—

Date of Despatch from London.	Date due in Hongkong.	Vessel.
24th May.	To-day.	P. E. Friedrich.

The *Roon*, with the German mail of the 18th ult., left Singapore on Saturday, the 11th inst.,
at 11 a.m., and may be expected here this afternoon.
The *Empress of China*, with the Canadian mail, left Shanghai on Monday, the 13th inst.,
at 4 p.m., and may be expected here to-morrow, at 8 a.m.
The *Tokai*, with the French mail of the 20th ultimo, left Singapore on Monday, the 13th
inst., at 8 a.m., and may be expected here on or about Monday, the 20th inst., at daylight.

FOR	PER	DATE
Singapore, Penang and Colombo	Borneo	Wednesday, 15th, 9.00 A.M.
Shanghai, Kobe and Yokohama	Arabia	Wednesday, 15th, 11.00 A.M.
Kobe, Yokohama, and Yokohama	Tacoma Maru	Wednesday, 15th, 11.00 A.M.
Shanghai, Kobe, and Yokohama	Tjibodas	Wednesday, 15th, Noon.
Shanghai, Kobe, and Yokohama	Sui Tai	Wednesday, 15th, 1.15 P.M.
Shanghai, Kobe, and Yokohama	Bellerophon	Wednesday, 15th, 2.00 P.M.
Shanghai, Kobe, and Yokohama	Phoenicia	Wednesday, 15th, 2.00 P.M.
Shanghai, Kobe, and Yokohama	Hiranyu	Wednesday, 15th, 2.00 P.M.
Shanghai, Kobe, and Yokohama	Proteus	Thursday, 16th, 9.00 A.M.
Shanghai, Kobe, and Yokohama		Thursday, 16th.

Europe, &c., India via Tataria
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents).
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

Macao	Sui Tai	Thursday, 16th, 1.15 P.M.
Shanghai	Szechuen	Thursday, 16th, 3.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 17th, 9.00 A.M.
Moji	Manchu Maru	Friday, 17th, 11.00 A.M.
Swatow, Amoy and Shanghai	Tamsui	Friday, 17th, 1.15 P.M.
Macao	Sui Tai	Friday, 17th, 2.00 P.M.
Cebu and Manila	Kaiyong	Friday, 17th, 3.00 P.M.
Shanghai	Anhui	Friday, 17th, 3.00 P.M.
Manila	Yuenang	Friday, 17th, 3.00 P.M.
Manila, Y.F., Friedrich Wilhelmstrassen, Hamburg, Hamburg, Matupi, Berlin, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Prinz Sigismund	Friday, 17th, 5.00 P.M.
Manila	Zakro	Saturday, 18th, 10.00 A.M.
Kobe, Yokohama, Moji, Kobe, Yokohama, Victoria, Vancouver and Tacoma	Suvero	Saturday, 18th, 10.00 A.M.
Yokohama	Chipsing	Saturday, 18th, 10.00 A.M.

SAVE 75 per cent.

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METALLIC
"OSRAM"
LAMP
(BRITISH MANUFACTURE)

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AND SAVE MONEY.

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WILLIAM C. JACK & CO., LTD.
ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS.
TELEPHONE 358, 14, DES VEXES ROAD CENTRAL.

FORTHCOMING EVENTS.

Friday, 17th June—Auction of Goods Salvaged ex
s.s. "Kwiyang" at the C. N. Co., Ltd.,
Godowns, Praya, West Point, by Messrs.
Hughes & Hough, 11 A.M.
Friday, 17th June—Auction of Valuable Lease-
hold Properties at Snel Rooms, by Messrs.
Hughes & Hough, Noon.

VISITORS AT HOTELS.

HONGKONG HOTEL.	KING EDWARD HOTEL.
Mr. P. W. Adams	Mr. H. M. Bain
Mr. P. E. Adams	Mr. & Mrs. Blanchflower
Mr. G. M. Adams	Mr. W. S. Bryant
Mr. E. M. A. Apear & maid	Mr. F. F. Cox
Mr. F. Austin	Mr. L. A. Goldsmith
Mr. D. Avery	Mr. A. Hadenfeldt
Mr. J. B. Backhouse	Mr. G. M. Bay
Mr. A. O. (Jark)	Mr. A. Bivink
Mr. A. Davitt	Mr. De Hooghechun
Mr. A. E. Dunne	Mr. E. Holloway
Mr. H. E. Elliot	Mr. Hoppe
Mr. H. G. Fisher	Mr. A. Kappeler
Mr. & Mrs. F. H. Hinghins	Mr. & Mrs. Kappeler
Mr. A. Gaudet	Mr. Kennedy
Mr. F. Gordon	Misses K. J. M. Kennedy
Mr. V. Goussier	Capt. Krebs
Capt. F. P. Hall	Dr. W. E. Lamb
Hon. Mr. and Mrs. E. A. Hawett	Miss Lepelle
Dr. S. Hough	Mr. D. Percebois
Mr. & Mrs. W. D. Kraft	Mr. E. Bigold
Mr. Kraft	Mr. Rossum
Mr. C. T. Lloyd	Capt. Schelding
Mr. D. Macdonald	Mr. E. E. Smith
Mr. B. Mandell	Mr. H. F. Stoneham
Madam B. Marquesa	Capt. Ven. Tex
Dr. O. Muxiott	Mr. Vincent
Miss K. A. Nassey	Mr. Weber
	Mr. G. C. Whitelaw



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**Old English
CURVE CUT TOBACCO**

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special
vacuum process, it therefore retains that delightful aroma
and exquisite flavour natural to the finest tobacco leaf.

"IT DISAPPOINTS NO ONE."

Packed in tins containing $\frac{1}{2}$ lb. with a handsome curved
case which fits the pocket, and is the most convenient way
to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 14th, 1910.

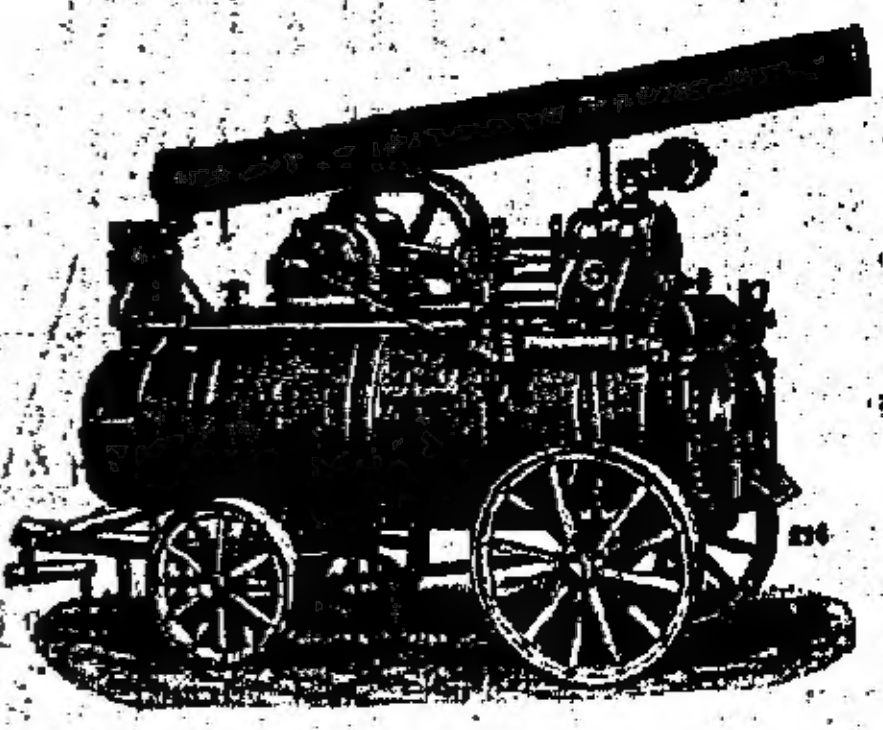
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$940, sellers
National Bank of China, Limited	99,925	27	26	\$29.10
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, sellers
China Borneo Company, Limited	60,000	812	\$12	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$1	\$1.80, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$3, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 129
Hongkong Cotton Spinning Co., Ltd.	125,000	\$19	\$10	\$61, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 623
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 73
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250
DAIRY FARM COMPANY, LIMITED	40,000	\$72	\$5	\$19, buyers
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & S. Co., Ltd.	60,000	\$50	all	\$57, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55, sales
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 78
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 121
SEWICK & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$74, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	all	\$205
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$194, sellers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$1074, sales
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$934
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	all	\$150, sellers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$1774, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$574
Hongkong Fire Insurance Co., Limited	20,000	\$250	\$50	\$347, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110, sellers
Union Insurance Society, Limited	12,000	\$250	\$100	\$820, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$230
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sellers
Hongkong Property and Finance Co., Ltd.	150,000	\$10	\$10	\$84, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$514, buyers
Shanghai Land Investment Co., Limited	76,000	Tls. 50	Tls. 50	Tls. 107, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
MINING.				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$525
Ramb Australian Gold Mining Co., Ltd.	200,000	\$10	\$10	\$74, sellers
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$144
PHILIPPINE CO., LIMITED	50,000	\$10	\$10	\$150, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$163, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
ROBINSON PLANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$74, sellers
Douglas Steamship Co., Limited	20,000	\$30	all	\$73, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$294, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	68 sel. £6.10
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$4, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$244
South China Morning Post, Limited	10,000	\$5	\$5	\$14, sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$25, buyers
STOCKS AND DISCOUNTS.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, sellers
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	20,000	\$10	\$10	\$64, buyers
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$114, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$9, sellers
RUBBERS.				
Singapore and Johore				\$18 (Str.)
Balgownie				\$20 (Str.)
Pagosa				\$42 (Str.)
Alagars				8/
Anglo-Malay				30/
Campfield, fully paid				130/
Highlands and Lowlands				145/
Kamunings				10/ prem.
Kuala Lumpur				97/6
Ledbury's				65/
Linggis				—
Sapong				145/
Shelfords				80/
Sungai Kapang				40/ prem.
United Asbestos				7/5
Eastern and International				7/5
London Ventures				102/6
Sunatira Paras				—
Medlemans				—
Bata Tigs				—

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Semi-portable and portable Engines for
Industrial and agricultural purposes, Steam
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Portable and semi-portable Engines up to
50 H.P. always in stock at Hongkong or
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TIENTSIN AND CANTON.**

SOLE AGENTS FOR CHINA.

OPTION	HONGKONG TIDE TABLE
Quotations are:—	From June 16th to 21st, 1910.
Malwa New	From 12.00 to 12.12 per picul.
Malwa Old	From 12.12 to 12.14
Malwa V. Old	From 12.14 to 12.16
Persian fine quality	From 12.16 to 12.18
Persian extra fine	From 12.18 to 12.20
Patna Old	From 12.20 to 12.22
Patna New	From 12.22 to 12.24
Banarasee Old	From 12.24 to 12.26
Banarasee New	From 12.26 to 12.28
HONGKONG METEOROLOGICAL REGISTER.	
Hongkong Observatory, June 14th	
Barometer	29.85
Thermometer	86
Humidity	66
Wind Direction	8
Force	1
Weather	0
Rain	0.07
Highest temp. at 12.00	88
Lowest temp. at 12.00	70
MESSRS. FALCONER & CO.'S REGISTER.	
Barometer 9 A.M. 29.90	Therm. (Wetbulb) 9 A.M. 81
Barometer 1 P.M. 29.84	Therm. (Wetbulb) 1 P.M. 81
Barometer 4 P.M. 29.84	Therm. (Wetbulb) 4 P.M. 81
Thermom. 2 P.M. 83	Therm. Maximum 86
Thermom. 1 P.M. 84	Therm. Minimum 78

Printed and Published by ALFRED NORMAN KERR for the Proprietor at 10, Des Vexes Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.